

# ALOHA TOWER PROJECT AREA PLAN

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## **1.0. INTRODUCTION**

### **1.1. PROJECT NEED**

The State of Hawaii has recognized Aloha Tower and the surrounding piers as a valuable asset to be developed in the best interests of the citizens of the State. The area remains the State's focal point for cruise and interisland ship activity. The State has also recognized that the land area surrounding Aloha Tower can become a major center for people-oriented activities, including commercial, hotel, and retail functions which will complement the adjacent central business district, the on-going redevelopment of the Kakaako area by the Hawaii Community Development Authority, and the long-range vision set forth in the Honolulu Waterfront Master Plan.

Pursuant to this recognition, the first State effort to develop the Aloha Tower area was initiated by the State Legislature when it enacted House Bill No. 1874, House Draft 2, Senate Draft 1 in the 1981 legislative session. This legislation acknowledged the economic value of the Aloha Tower area and created the Aloha Tower Development Corporation (ATDC) to act as the State of Hawaii agency to develop the area. The bill assigned ATDC to the State of Hawaii Department of Business, Economic Development and Tourism (DBED&T) for administrative purposes and was signed into law as Act 236, Session Laws of Hawaii 1981, by Governor George R. Ariyoshi on June 23, 1981. It was codified in the Hawaii Revised Statutes (HRS) as Chapter 2065 and states in part:

"The legislature further finds that the Aloha Tower complex still serves a vital maritime function that must be maintained to insure adequacy and viability for existing and future maritime activities. The purpose of this chapter is to establish a new public body corporate and politic and public instrumentality of the Aloha Tower complex to strengthen the international economic base of the community in trade activities, to enhance the beautification of the waterfront, and in conjunction with the department of transportation to better serve modern maritime uses, and to provide the public access and use of the waterfront property. Properly developed, the Aloha Tower complex will further serve as a stimulant to the business community and help transform the waterfront into a "people place"."

### **1.2 ALOHA TOWER DEVELOPMENT CORPORATION (ATDC)**

The ATDC is charged with defining, protecting and maximizing the public interest during the redevelopment of the Aloha Tower area. Because the proposed

development project will not use government funding for any of the improvements, the ATDC is also charged with the enhancement of the commercial feasibility and financial attractiveness of the project to enlist the participation of private enterprise.

Chapter 206J established a board of seven voting directors to oversee the activities of ATDC. Of the seven directors, four are ex-officio public officers and three are appointed by the Governor from the public at large. The four ex-officio members are: the Director of DBED&T, who is designated by law as Chairperson; the Director of Department of Transportation; the Chairperson of the Board of Land and Natural Resources; and the Mayor of the City and County of Honolulu.

In 1988, ATDC issued the current administrative rules for selecting a developer and administering the development of the Aloha Tower area. These rules of practice and procedure were adopted in February, 1989, and contained a list of 16 development objectives.

### 1.3. DEVELOPMENT OBJECTIVES

The rules stated that the corporation shall be guided by the following development objectives in formulating a development plan for the Aloha Tower Complex and in selecting any proposal submitted by any qualified person for the development of all or any part of the Aloha Tower complex or related areas.

- (1) Ensure the project is capable of integration into any overall development plan which may be adopted for the Honolulu waterfront.
- (2) Maintain passenger ship operations in a manner compatible with the development of the downtown waterfront as a people place and in conformity to the maritime requirements of the department of transportation.
- (3) Balance practical economic and market realities with a vision of what can be created.
- (4) Provide ease of pedestrian access to the project and waterfront, and generous open spaces for public enjoyment by eliminating visual and physical barriers between the waterfront and downtown, and by creating strong pedestrian links between downtown and Aloha Tower, particularly along Fort and Bishop streets.
- (5) Improve view corridors down Fort street, Bishop street and Alakea street.
- (6) Expand and improve Irwin park while maintaining its rich vegetation.
- (7) Create a homogeneous project that avoids fragmentation.
- (8) Feature and enhance the physical, public use and visual characteristics of the historic Aloha Tower.
- (9) Minimize unattractive physical facilities (e.g. parking, utilities, service and back-of-house operation).

(10) Plan buildings and project features to attract people to the waterfront and create a major public gathering place at the Aloha Tower complex by enhancing public access to and along the water's edge and by creating opportunities for a variety of water's-edge experiences appropriate to the downtown waterfront.

(11) Develop uses which would stimulate and be compatible with the commercial activities of the downtown business community, which may include, but need not be limited to, retail, restaurant, office, hotel, condominium, recreational, historical and cultural uses; and create new activities to assist in bringing people to the waterfront.

(12) Provide accessible vehicular ingress and egress, and create a parking strategy which minimizes both the cost and impact of parking on the Aloha Tower complex.

(13) Establish a construction phasing strategy which will minimize disruption of maritime operations and achieve planned development of the Aloha Tower in the earliest practicable time.

(14) Create a financially feasible and aesthetically creative project which can be initiated at the earliest practicable time.

(15) Encourage, to the extent possible, development of the Aloha Tower complex and adjoining areas by a qualified private sector developer who will provide all or substantially all of the costs of development.

(16) Utilize the powers of the development corporation to transcend, as necessary, zoning, density and height limitations in an aesthetically pleasing manner to accomplish the goals of the development corporation and to encourage private sector developers to undertake development plan solutions which will satisfy the foregoing development objectives.'

#### 1.4. DEVELOPER SELECTION

In May of 1989, ATDC issued a Request for Proposals (RFP) to develop the Aloha Tower area. On October 3, 1989, four proposals to develop the Aloha Tower area were submitted by development teams to ATDC. The development teams made presentations of their proposals to ATDC and its consultant team on November 2 and 3, 1989. The proposals were then evaluated in detail by ATDC and its consultant team.

On December 21, 1989, a public hearing and a meeting were held to select the development team. After testimony from the public, the ATDC Board of Directors selected Aloha Tower Associates (ATA) as the designated developer for the Aloha Tower area.

#### 1.5. PROJECT AREA

The project area for the Waterfront at Aloha Tower proposed by ATA presently encompasses Piers 5 through 14, excluding portions of Pier 7 (see Figure 1). This

area is located within Tax Map Key plats 1-1-01, 2-1- 01, 2-1-13, 2-1-27, and 24-15 (see Figure 2). All of the parcels within the project site are owned by the State of Hawaii. With respect to the current ATDC boundaries (see Figure 3), the project area extends beyond the southeastern boundary at Piers 5 and 6 where the pier extensions are planned. Otherwise, the project area is completely within the ATDC boundary, which also includes Pier 7 and areas to the northwest as far as Pier 23 and portions of the Iwilei area.

#### 1.51 Land Ownership

All land within the project site from Piers 5 to 14 is owned by the State of Hawaii, and is controlled by the Department of Transportation, Harbors Division. Ala Moana Mini Park, while also owned by the State of Hawaii, is controlled by Department of Transportation, Highways Division.

#### 1.52 Harbor Functions

Piers 5 and 6 flank the filled land peninsula makai of the Federal Building (see Figure 4). The peninsula is used as a public parking lot while Pier 5 is the berthing area for the Alii Kai dinner cruise vessel. Pier 6, currently unoccupied, was recently vacated by the defunct Oceania Floating Restaurant. Makai of the HECO power plant at Pier 7 is the Hawaii Maritime Museum. Coasters Restaurant is adjacent to the Hawaii Maritime Museum along the pier. The "Falls of Clyde", a four-masted schooner listed on the National Register of Historic monuments and given National Landmark status in 1989, is permanently berthed on the Ewa side of Pier 7. Neither the Hawaii Maritime Museum nor the Falls of Clyde are within the project area. Piers 8, 9, 10 and 11 front the land-filled peninsula on which Aloha Tower is located. The U-shaped building that occupies the peninsula and surrounds Aloha Tower consists of the following three levels:

Pier Level: Shipping and receiving, parking lot, rental storage space, restaurant, office space, and the Harbor Patrol office.

Mall Level: Passenger terminals at Piers 9 and 10, Harbors Division District Office Services, commercial offices along a 12,500 square foot gallery between Pier 8 and 11, Aloha Gift and Camera shop, and American Hawaii Cruises.

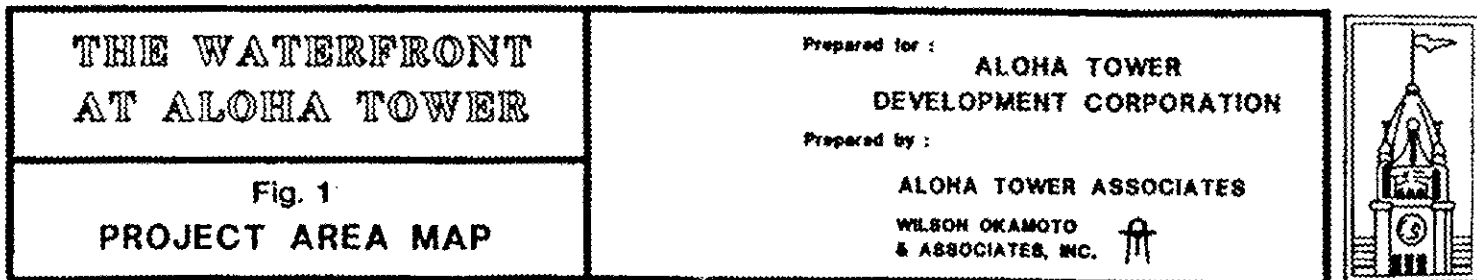
Mezzanine Level: U.S. Immigration Service, shipping agents, and U.S. Customs.

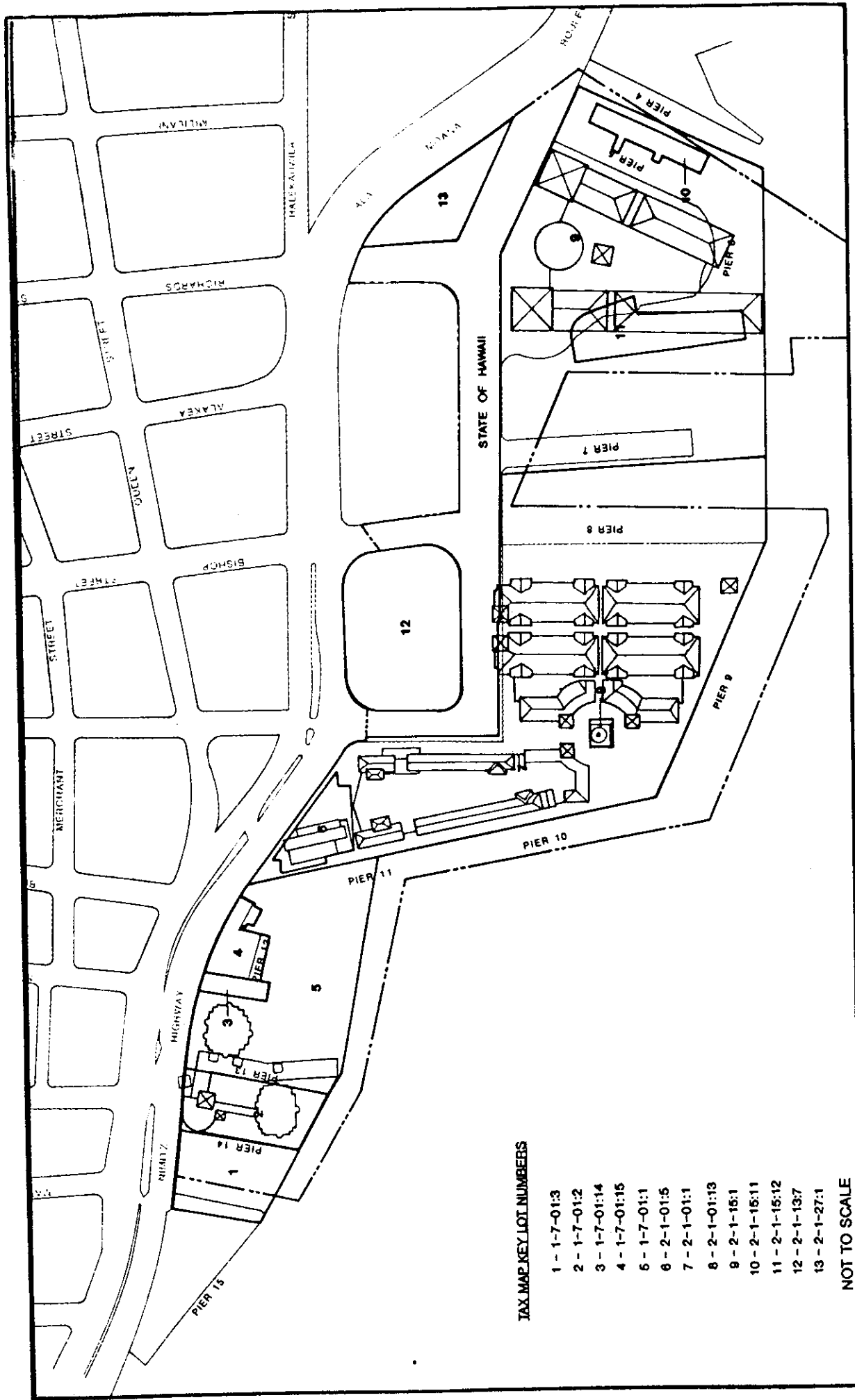
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THE WATERFRONT AT ALOHA TOWER  
PROJECT AREA MAP

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TAX MAP KEY LOT NUMBERS



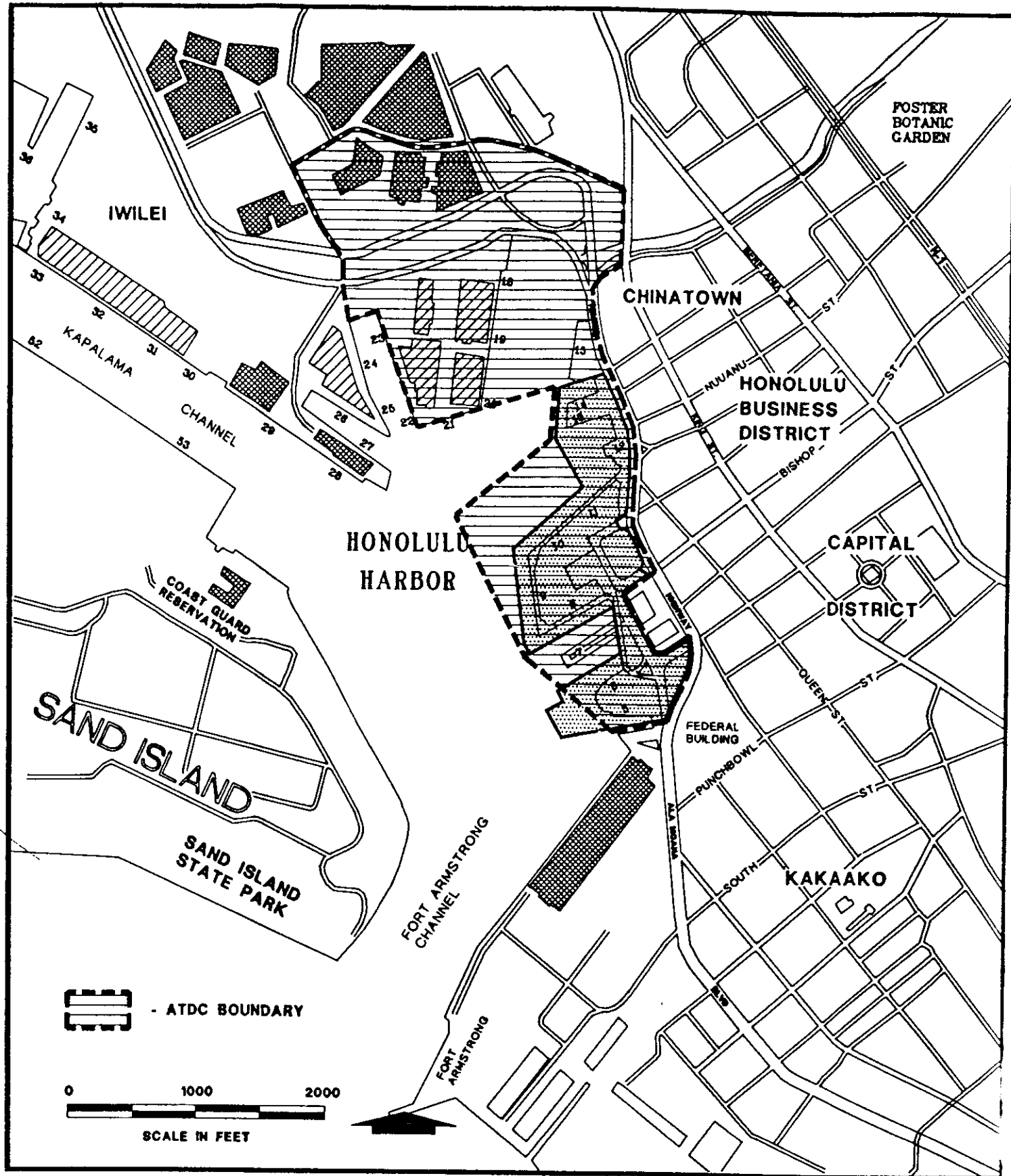


Project No. 1  
**ALOHA TOWER**  
 DEVELOPMENT CORPORATION  
 ALLOHA TOWER ASSOCIATES  
 1000 KALANOA DRIVE, SUITE 200  
 HONOLULU, HAWAII 96813

Fig. 2

## PROJECT AREA BY TMK PARCELS

**THE WATERFRONT  
 AT ALOHA TOWER**



# THE WATERFRONT AT ALOHA TOWER

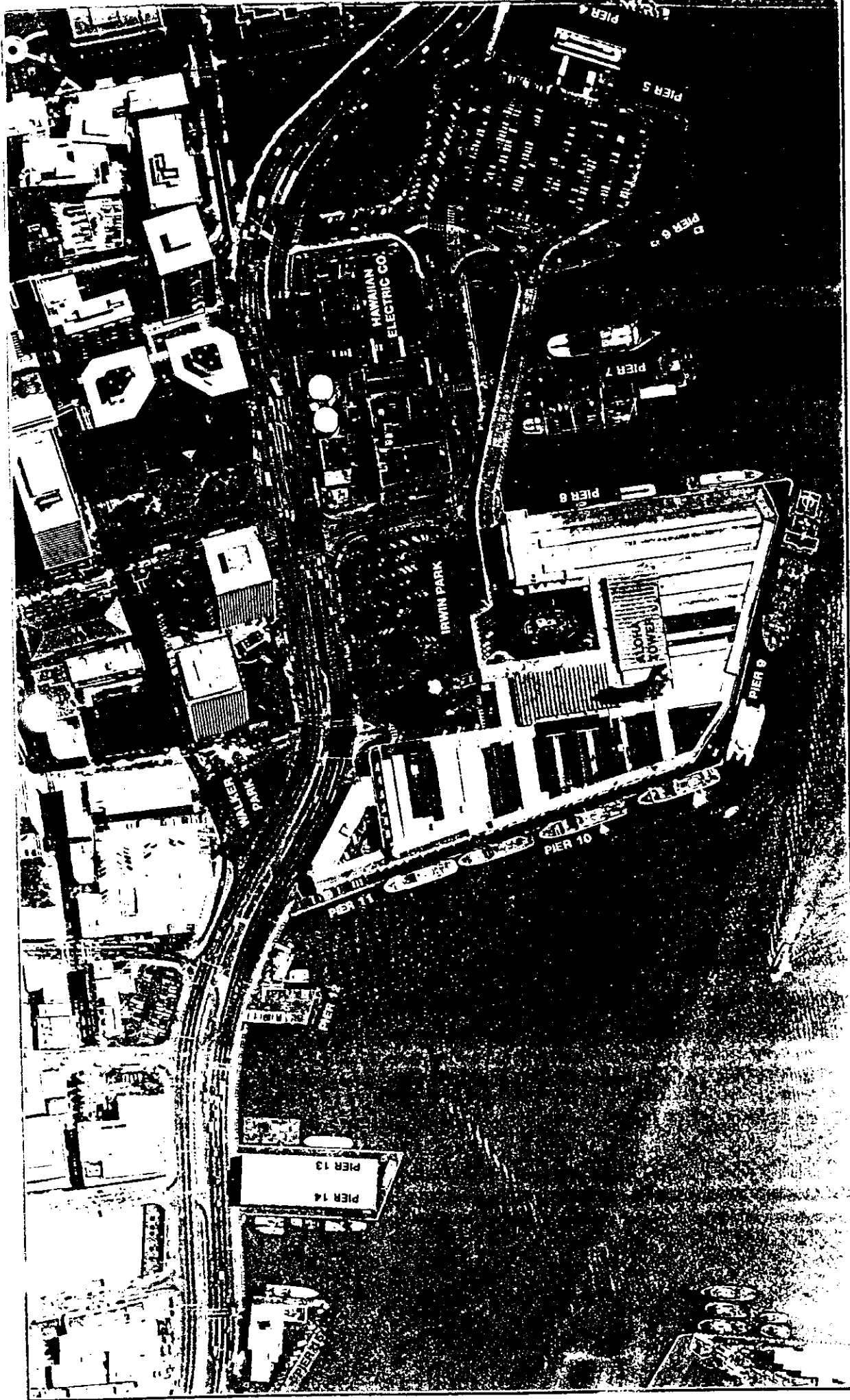
Fig. 3  
ATDC BOUNDARY

Prepared for :  
ALOHA TOWER  
DEVELOPMENT CORPORATION

Prepared by :  
ALOHA TOWER ASSOCIATES  
WILSON OKAMOTO  
& ASSOCIATES, INC.







THE WATERFRONT  
AT ALOHA TOWER

Fig. 4  
AERIAL PHOTOGRAPH OF PROJECT AREA

Prepared by:  
ALOKA TOWER  
DEVELOPMENT CORPORATION

ALOKA TOWER ASSOCIATES  
ALOKA TOWER ASSOCIATES  
ALOKA TOWER ASSOCIATES

1 - 1-7-01:3  
2 - 1-7-01:2  
3 - 1-7-01:14  
4 - 1-7-01:15  
5 - 1-7-01:1  
6 - 2-1-01:5  
7 - 2-1-01:1  
8 - 2-1-01:13  
9 - 2-1-15:1  
10 - 2-1-15:11  
11 - 2-1-15:12  
12 - 2-1-13:7  
13 - 2-1-27:1

NOT TO SCALE

THE WATER FRONT AT ALOHA TOWER

Fig. 2

PROJECT AREA BY TMK PARCELS

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THE WATERFRONT AT ALOHA TOWER

Fig. 3

ATDC BOUNDARY

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THE WATERFRONT AT ALOHA TOWER

Fig. 4

AERIAL PHOTOGRAPH OF PROJECT AREA

Aloha Tower contains offices for the Department of Transportation (DOT) Administration Services, the Harbor District Manager for Oahu, the Hawaii Pilots Association, the Hawaii Maritime Museum, as well as the clock room and the observation deck.

Hale Awa Ku Moku Building (the former Matson Building) on Nimitz Highway at the mauka end of Pier 11 houses the administrative offices of the Harbors Division and the Motor Vehicle Safety Office. Parking for DOT employees and visitors is provided on ground level pavement outside the building.

Pier 12 is a land-filled pier used as a parking lot by DOT employees.

Piers 13 and 14 flank a pile supported, covered structure which is occupied by a marine salvage company, and Midpac Towing. An ice dispenser at the pier's end supplies fishing boats.

## **2.0 PLAN DESCRIPTION**

## 2.1 LOCATION

The Waterfront at Aloha Tower project area, located makai of Nimitz Highway at Piers 5 through 14 (excluding portions of Pier 7) in Honolulu Harbor, comprises a land area of approximately 22.4 acres (see Figure 1). The entire ATDC boundary area, which includes submerged lands surrounding the piers, is approximately 87 acres (see Figure 3). Piers 5 through 14 constitute the waterfront edge of the Central Business District (CBD) of Honolulu. The Aloha Tower area is approximately equidistant between Honolulu International Airport and Waikiki and contains the famous landmark, Aloha Tower, as well as Irwin Memorial Park. The Hawaiian Electric Company (HECO) power plant site is not included within the project area.

## 2.2 DEVELOPMENT CONCEPT

The Waterfront at Aloha Tower will integrate cruise ship and intra-island vessel terminal facilities with hotel, office, retail and restaurant use. These proposed uses will create a distinctive terminus for the Fort Street Mall, which will be extended through the project as a roadway to connect Downtown with the water's edge.

Specifically, proposed development components will include: the Maritime Building and Passenger Terminal with commercial and governmental offices at Piers 5 and 6; the Pedestrian Promenade extending from Piers 5 to 14 with retail emphasis between Piers 6 and 9; Aloha Tower Marketplace retail and office space at Piers 8 and 9 with maritime improvements at the pier fronts; a refurbished and beautified Aloha Tower; an international cruise ship terminal at Piers 10 and 11 with a hotel, offices and/or condominium above; Honolulu Fort Historic Park at Pier 12; and residential condominium and/or office towers at Piers 13 and 14 with maritime facilities at pier level (see Figures 5 & 6).

The Waterfront at Aloha Tower is characterized by its high diversity of proposed uses; almost every pier combines commercial maritime operations with public activities. The general purpose of the proposed project is to revitalize the commercial marine cruise ship industry in Honolulu in a manner which makes the waterfront more accessible to the people in Hawaii. The specific purpose of each activity is outlined by pier in Table 1.

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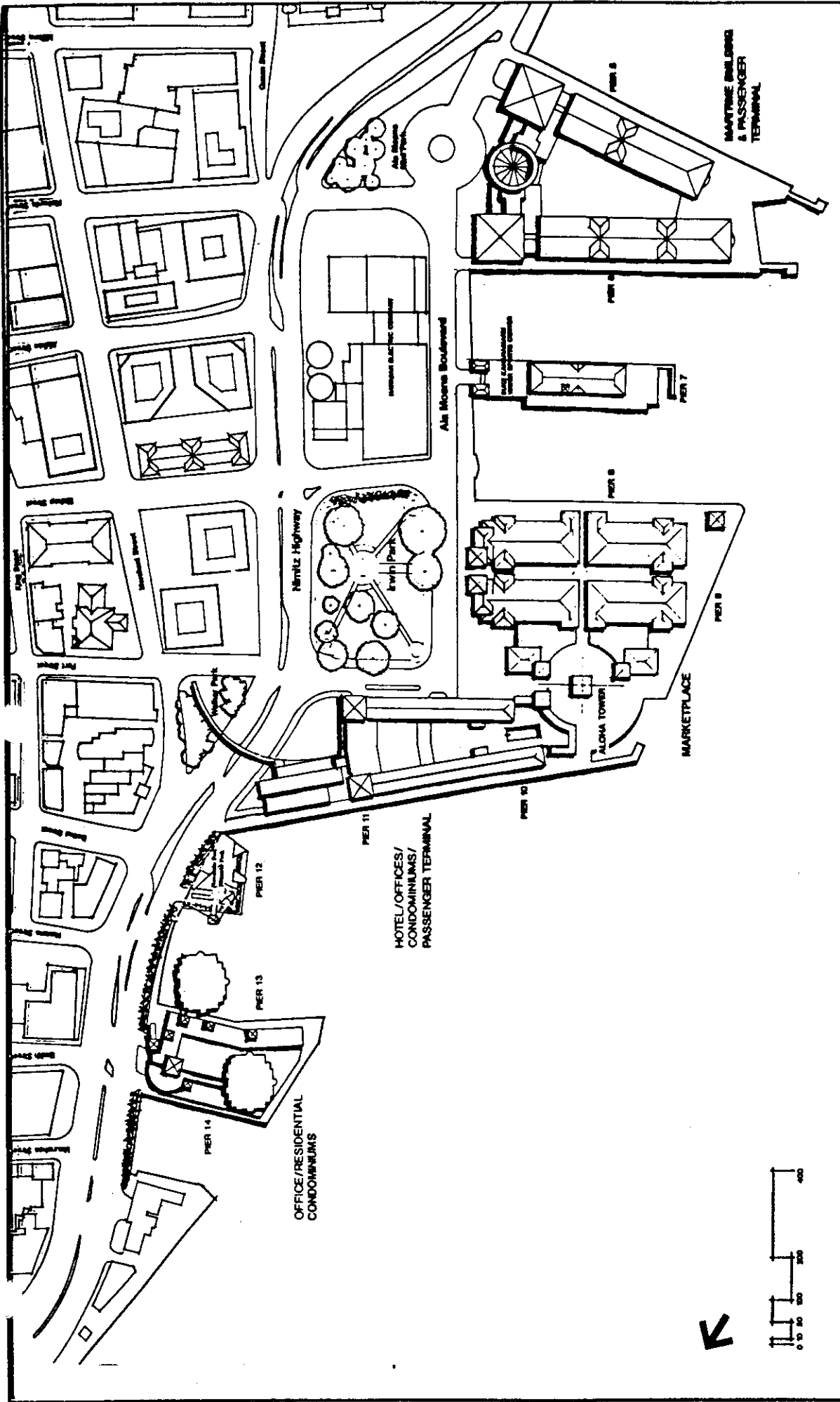
THE WATERFRONT AT ALOHA TOWER

Fig. 5

ROOF PLAN

PHOTOGRAPHS OF THE PROJECT AREA

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**Fig. 5**  
**ROOF PLAN**

THE WATERFRONT  
AT ALoha TOWER

Report No. 1  
ALoha TOWER  
DEVELOPMENT CORPORATION  
ALoha TOWER  
1, ALoha TOWER, No. 1

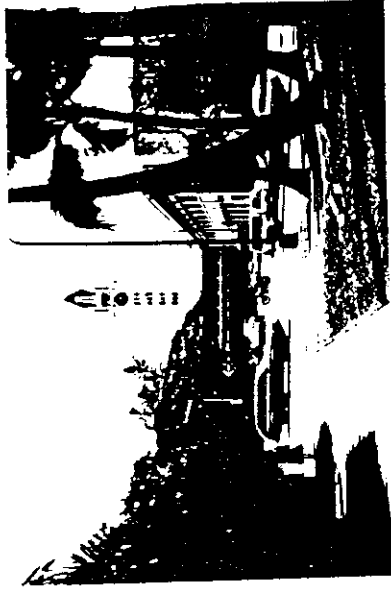
# PHOTOGRAPHS THE PROJECT AREA



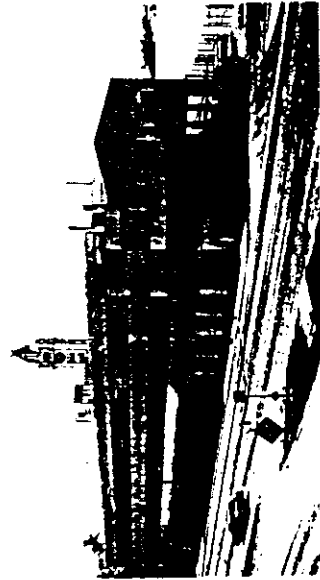
View of Piers 5, 6, and 7. Piers 5 and 6 will be extended to accommodate new Maritime Building and Passenger Terminal. Pier 7 will remain as is, with the addition of the Duke Kahanamoku Water Sports Center at the mauka end. The existing ramp will be demolished.



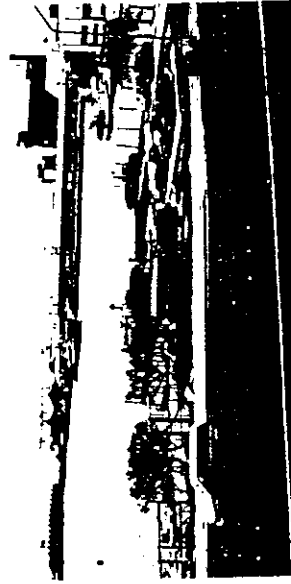
Over-view of Piers 8 through 10 which will be the site of Aloha Tower Marketplace.



Aloha Tower's base currently blocked from view down Fort Street. The project proposes to open this view channel through the base of Aloha Tower to the harbor beyond. The hotel will be located at right; the refurnished Irwin Park at left.



Pier 11, site of the proposed office complex/hotel/passenger terminal.



Pier 12 is the last visible vestiges of the coral blocks from the walls of the Honolulu Fort built by King Kamehameha in 1819. Project plans are to remove the existing parking lot and create an interpretive historic park.



Pier 13 and 14 are the site of the proposed office and/or residential condominium towers.

**TABLE 1: SUMMARY OF PROPOSED MARITIME AND PUBLIC  
USES BY PIERS**

Piers 5/6

Commercial Maritime: Modern two-berth cruise ship terminal with associated commercial and maritime related offices. Occasional contingency use for general maritime berthing.  
Public Transportation: Potential boarding site for water taxi and surface- effect ferry service.  
Public Access: Beginning of Pedestrian Promenade. Potential public use of cruise ships terminal facilities for civic activities, such as performances, meetings and sports events.

Pier 7

Public Access: Duke Kahanamoku Water Sports Center, Maritime Museum and historic vessel, "Falls of Clyde," as way point attractions on the Pedestrian Promenade.

Pier 8

Public Transportation: High-speed (surface-effect ship) ferry terminal with handicap access for intra-island and inter-island commute services.  
Public Access: Continuation of Pedestrian Promenade.

Pier 9

Public Transportation: Public boarding for water taxi.  
Public Access: Continuation of Pedestrian Promenade with way points for viewing and participation at amphitheater.  
Commercial Recreation: Public boarding facility, including handicap for existing dinner cruise vessels.  
Commercial Maritime: Multi-purpose contingency ship berthing with limited boarding and service facilities. Interim berthing for transient vessels of various types and sizes.

Piers 10/11

Commercial Maritime: Modern cruise ship terminal for large passenger vessels. Interim berthing for transient commercial vessels.  
Public Access: Continuation of Pedestrian Promenade under very limited circumstances when the berth is not occupied.

Pier 12

Public Access: Honolulu Fort historic site improvements as a feature of the Pedestrian Promenade.

Piers 13/14

Commercial Maritime: Overnight berthing and light maintenance for the surface-effect ferry vessels.  
Public Transportation: Water taxi stop.

The construction of public and private improvements will be closely coordinated with the Aloha Tower Development Corporation, both in terms of design and execution. In addition, ATA has established a construction strategy that will permit continued use of the Aloha Tower during construction for harbor traffic control purposes.

All improvements for public use within the project area, including roadway improvements at Fort, Bishop and Richards Streets as well as Ala Moana Boulevard, the restored Irwin Park, the new Honolulu Fort Historic Park, Ala Moana Mini Park, the Pedestrian Promenade and plaza areas will be maintained by ATA for the 65 year term of the lease agreement.

## 2.3 ARCHITECTURAL THEME

The overriding objective of the Aloha Tower development design has been the preservation of the Aloha Tower as the dominant symbol of the waterfront at Honolulu Harbor. The broad circular plaza at the Tower's base, the retail buildings which border this courtyard, and the wide pedestrian promenades which lead into it, will all direct attention to this historic landmark. Aloha Tower itself will be beautified and refurbished, and may be connected by escalator from the main plaza to parking below so that it will be the focal point of activity for visitors, both coming and going. Fort Street, one of Honolulu's oldest streets, will provide street level vistas through new archways at the reconstructed base of the Aloha Tower to the ocean beyond. The proposed high-rise structures at the mauka portion of the project site will be situated in order not to detract from Aloha Tower's prominence on the waterfront.

The low-rise structures adjacent to Aloha Tower have likewise been designed to emphasize the prominence of Aloha Tower as the symbol of the entire waterfront. The wide windows, gentle archways, green tile roofs and recessed lanais of these buildings are all reminiscent of what is known as the classical era in Hawaiian architecture.

## 2.4 PROPOSED DEVELOPMENT

### 2.4.1 The Maritime Building and Passenger Terminal at Piers 5 and 6

The new Maritime Building and Passenger Terminal will be built on Piers 5 and 6, which will be extended to the Federal Project Line (FPL), which is the shoreward limit of federal responsibility for channel maintenance (see Figure 7).

There will be no increase in the present fill land. As requested by the State, ATA, in conjunction with the Department of Transportation-Harbors Division (DOT-Harbors), will seek to extend this line even further to construct catwalks and breasting dolphins to accommodate the length of larger ships from bow to stern. This will require moving both the United States Pier and Bulkhead Line (USPBL) and the FPL. Changing the USPBL and the FPL requires a Corps of Engineers permit with federal approval. The FPL change may additionally require Congressional action.

The complex at Piers 5 and 6 will include a modified H-shaped building with two long wings located parallel to Piers 5 and 6, each five to six stories tall (see Figure 8). At the center of the cross piece joining the two wings will be a circular, sky-lit, central rotunda that is the main entrance to the facility. Office space serving DOT-Harbors, maritime related firms, and others wishing to relocate to the Waterfront will occupy the upper floors. The office space for DOT-Harbors replaces existing office space that will be demolished. Total office space at Piers 5 and 6 will be up to 385,000 gross square feet.

The first two levels of the maritime facility, with a total area of approximately 155,000 gross square feet, will accommodate the loading/unloading of passenger cruise ships; immigration

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THE WATERFRONT AT ALOHA TOWER

Fig. 7

FEDERAL PROJECT LINE

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THE WATERFRONT AT ALOHA TOWER

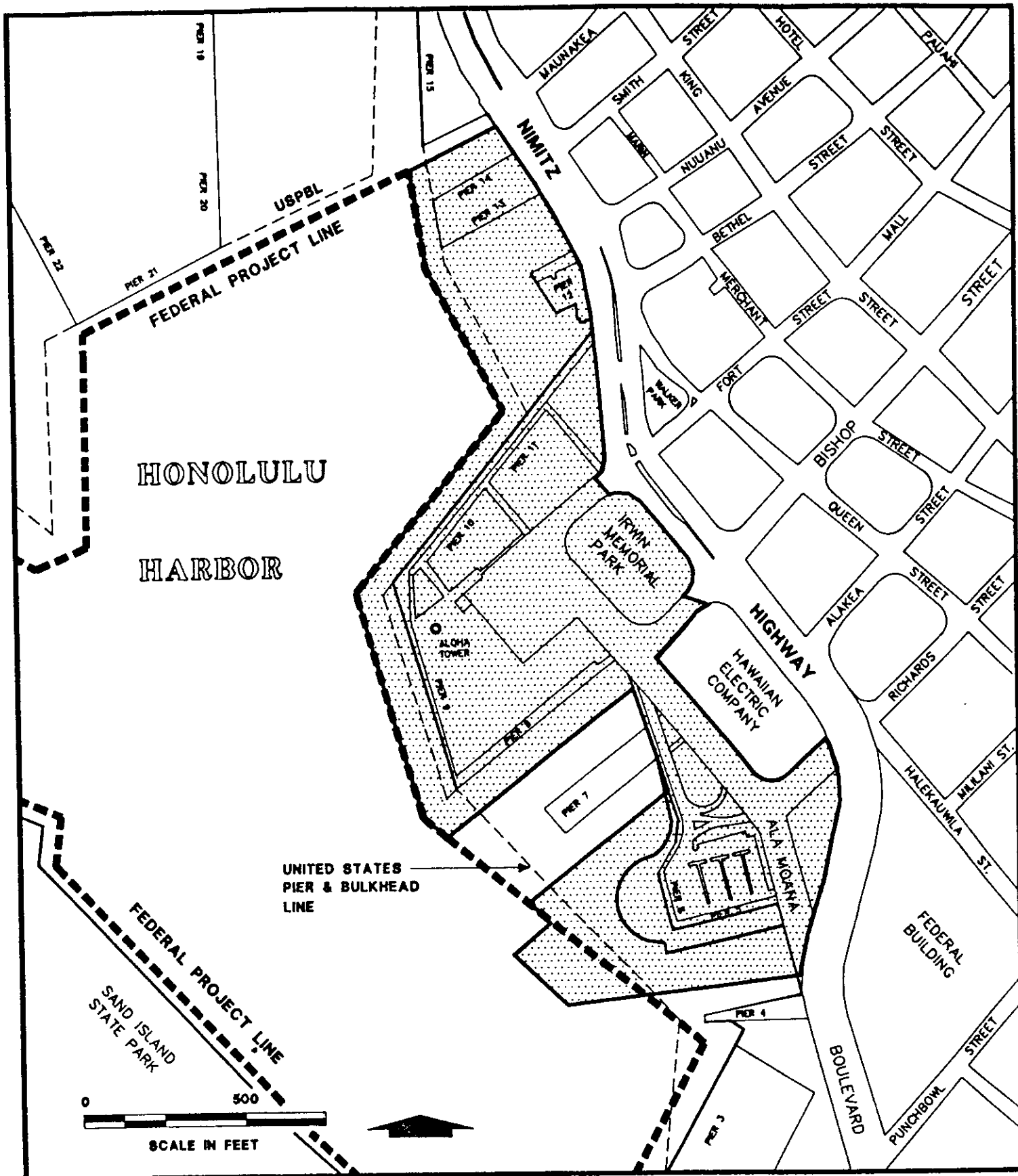
Fig. 8

MARITIME BUILDING ELEVATION

clearance and customs inspection; and loading/unloading of passenger buses. Small retail shops, restaurants, and snack shops (up to 30,000 gross square feet of retail space) will occupy the ground level and a portion of the second floor for the convenience of office and dock workers and cruise ship passengers.

There will be a minimum of approximately 600 parking spaces, including approximately 189 reserved stalls for DOT office personnel. Elevator cores will connect the garage with the upper levels. Ala Moana Mini Park, controlled by the State DOT-Highways Division, is located mauka of Piers 5 and 6 facilities. The current parking area at the mini park may be retained, reconfigured or removed, and a portion of the park may be used as necessary to support utility services required at the waterfront. Any utility support facilities provided will be screened from view with appropriate landscaping. A half-circle driveway located on the Ala





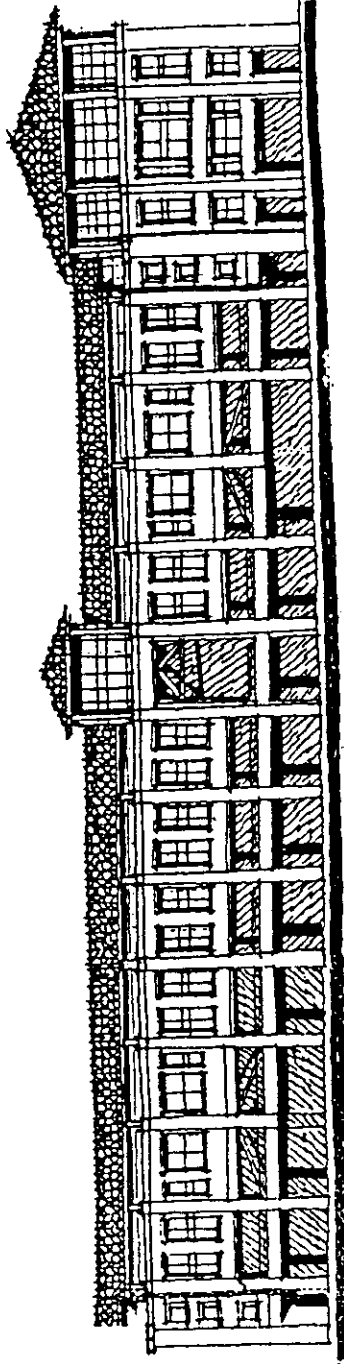
# THE WATERFRONT AT ALOHA TOWER

Fig. 7  
FEDERAL PROJECT LINE

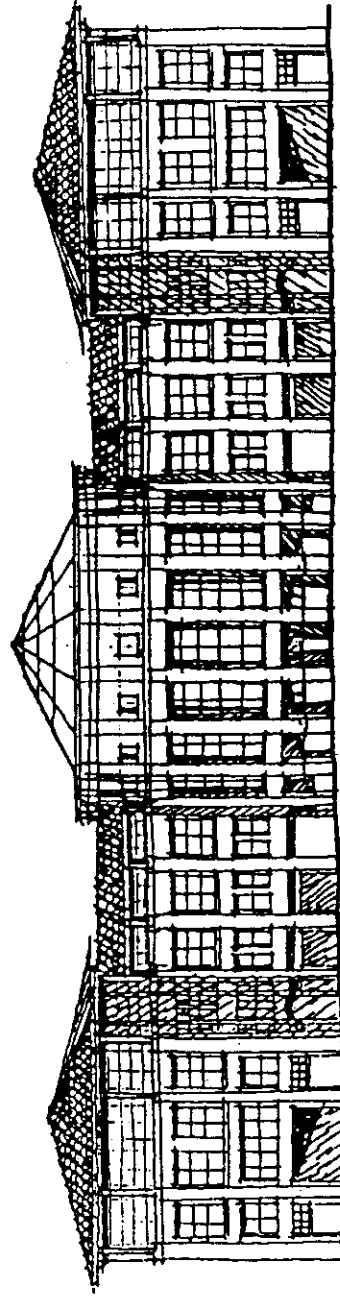
Prepared for : ALOHA TOWER  
DEVELOPMENT CORPORATION

Prepared by : ALOHA TOWER ASSOCIATES  
WILSON OKAMOTO  
& ASSOCIATES, INC.





ELEVATION OF PIER 5



ELEVATION FROM ALA MOANA BOULEVARD

THE WATERFRONT  
AT ALOHA TOWER

Fig. 8  
MARITIME BUILDING ELEVATION

Project No. 1  
ALOHA TOWER  
DEVELOPMENT CORPORATION

Sheet No. 1

Scale: 1/4" = 1'-0"

Moana Boulevard side of Ala Moana Mini Park may be implemented to tunnel under the boulevard and into the Piers 5 and 6 facilities. To the extent that parking remains or is reconfigured in this 37,011 square foot park, the adjacent perimeter of the park will be bermed and landscaped to screen the parking from view to enhance the visual appeal of the Waterfront for both visitors and downtown residents alike.

#### 2.42 Duke Kahanamoku Water Sports Center at Pier 7

As a memorial to Hawaii's premier waterman, the Duke Kahanamoku Water Sports Center is a collaborative undertaking between ATA and the Hawaii Maritime Center (HMC) located at Pier 7, and is subject to the mutual approval of ATA and the board of directors of HMC. The proposed Center will be a facility where athletes can plan canoe regattas and other water sports events to help make Hawaii the water sports capital of the world. Adjacent to the water between Piers 7 and 8, where Duke Kahanamoku set his first swimming record in 1911, the facility will emphasize Hawaii's role in water sports history.

#### 2.43 The Aloha Tower Marketplace at Piers 8-9.

Located in the vicinity of Aloha Tower at Piers 8 and 9 (and the makai end of Pier 10), the Aloha Tower Marketplace will be the primary destination of visitors to the waterfront (see Figure 9). The concept of attracting people to the waterfront with entertaining features has been enormously successful elsewhere. James W. Rouse, founder and Chief Executive Officer of The Enterprise Development Company (which, through an affiliate, is one of the two general partners in ATA), was the first to introduce the "festival marketplace" concept and has since pioneered successful downtown revitalization projects such as Faneuil Hall marketplace in Boston, Harborplace in Baltimore, and Darling Harbourside in Sydney. Honolulu's own Aloha Tower Marketplace will feature retail shops, a variety of small vendors with emphasis on local ownership, and food outlets with a distinctly local character in up to 300,000 gross square feet of retail space. Subject to the mutual approval of ATA and the board of directors of HMC, the Marketplace will also function as an extension of the Pacific Canoe Museum at Pier 7, with appropriate displays throughout the common areas.

The upper two floors of the marketplace will be reserved for up to 160,000 gross square feet of commercial office space, adding the vitality of integrated joint-use to the marketplace concept. Pier 8 will berth the high-speed commuter ferry and any other vessels deemed appropriate. Pier 9, at the seaward face of the peninsula, will have a unique dual-use pier design, allowing water taxis and other smaller power craft to berth at a lowered dock which will also be equipped with breasting dolphins to accommodate large transient and dinner cruise vessels. The Waterfront along Pier 9 will feature outdoor cafes and restaurants, and the Pier's Ewa end

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## THE WATERFRONT AT ALOHA TOWER

Fig. 9

### MARKET PLACE ELEVATION

will be reconfigured to create a protected inlet for water taxis. This inlet will double as an outdoor amphitheater for public events such as concerts and other stage performances.

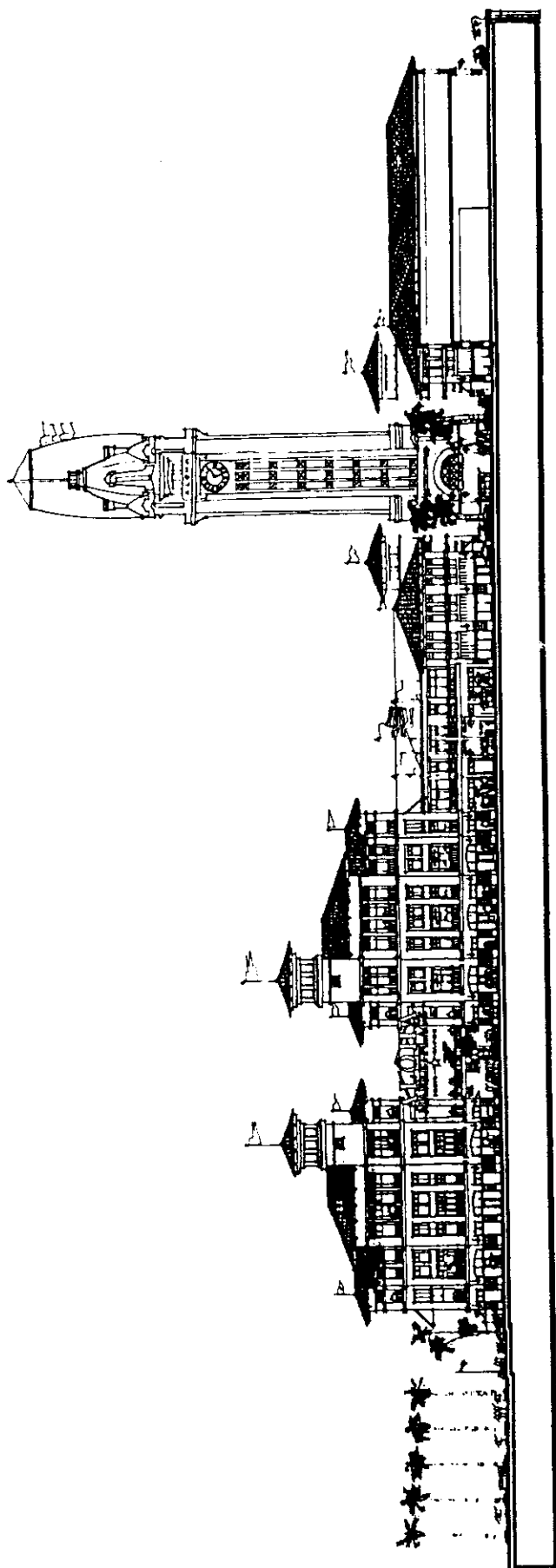
The makai end of Pier 10 will function in three distinct capacities: as a "stage" for performances at the inlet "amphitheatre;" as a mooring dolphin for major vessels calling at Piers 10 and 11; and as an embarkation/debarkation point for dinner cruise vessels with bus service from the Pier 10/11 truck concourse. The current parking facilities at Irwin Park will be relocated elsewhere and the entire park will be beautified and relandscaped in a fashion similar to the Iolani Palace grounds. Major existing trees will be saved to provide a shady canopy for park users, who will enjoy colorful planter beds, stone paved walkways, and tasteful street furniture. A grassy plateau, sized to accommodate a symphony orchestra, will be used as a stage for concerts and other cultural events for the public's enjoyment.

#### 2.44 Hotel/Offices/Condominiums/Passenger Terminal at Piers 10 and 11

A two-level cruise ship passenger terminal will front Piers 10 and 11. Above and adjoining the terminal at the mauka end of Pier 11 will be an integrated mixed-use complex with a hotel, offices and/or condominiums offering scenic vistas of Honolulu Harbor and the ocean beyond.

**Passenger Terminal.** Physical dimensions of the new passenger terminal are based on the configurations of vessels expected to call at the new facility. Berthing facilities were determined with regard to length, tonnage, draft, and maneuvering of both the largest (Queen Elizabeth II) and the smallest (Costa Cruises' Danae) vessels. The two levels of maritime space have a total area of up to approximately 100,000 gross square feet on Piers 10 and 11, including truck chase and other shared areas, and will be designed to accommodate the loading/unloading of passenger cruise ships, immigration clearance and customs inspection. Seen from the Harbor, the facility's stucco finish, broad archways, and wood trellises will be a welcoming spectacle which will be both classical and functional. All piers in the project, including new breasting dolphins at Pier 9, will be faced with modern low-friction, non-marring, resilient fenders designed to absorb the full breasting energy of vessels during berthing operations while causing minimal abrasion to the ships' painted surfaces.

**Mixed-Use Complex.** A mixed use complex containing a hotel, offices and/or residential condominiums will be built above and adjacent to the passenger



THE WATERFRONT  
AT ALOHA TOWER

Fig. 9  
**MARKET PLACE ELEVATION**

Presented by:  
**ALOHA TOWER  
DEVELOPMENT CORPORATION**

Prepared by:  
**ALOHA TOWER ASSOCIATES  
WALTER DUNN  
& ASSOCIATES, INC.**

terminal. The complex will consist of a high rise tower adjacent to Nimitz Highway and two lower wings over the terminal. The pier side wing will be approximately 120 feet high, including two levels of maritime space on the first two floors, and the park side wing will be approximately 100 feet high, including the passenger terminal at ground level.

The high rise tower will be approximately 400 feet high with up to 550,000 gross square feet of hotel, office or condominium space. Its location close to Nimitz Highway merges the building with the high-rises in the downtown financial district and distances it from low-rise development and open space around the Aloha Tower. Nearby Irwin and Walker Parks will provide surrounding public space for the enjoyment of office tenants, residents and/or visitors. The permanent open space surrounding the tower, comprised of Irwin Park, the low rise marketplace, Nimitz Highway and Walker Park, will provide panoramic views in all directions. A pedestrian bridge over Nimitz Highway may be constructed to provide direct access from the complex to Walker Park and the adjacent financial district.

The mixed use complex will contain a hotel with up to 350 guest units serving the needs of business travelers through integration with the adjacent offices and close proximity to the adjoining CBD of Honolulu. Other portions of the hotel may be occupied, from time to time, for any appropriate use, provided that the hotel at all times has a minimum of 109 guest rooms committed to hotel operations. Facilities shared with the office complex will include the health club, swimming pool, and conference rooms. This integration of a hotel and major office complex will be the first of its kind in the State.

**Parking Facility.** The parking facility at Piers 8-11 will be partially located underground to augment park space and visual appeal. It will provide approximately 2,000 spaces beneath the Aloha Tower Marketplace and Irwin Park, and within the mixed use complex. At least two entrance/exits will be provided into the parking facility. One will be located near where the Irwin Park pedestrian walkway crosses over Ala Moana Boulevard to the Aloha Tower Marketplace. The driveway ramps at this location will enter and exit on either side of the walkway to minimize interference with pedestrians. The other point of entry will be off of Fort Street between Ala Moana Boulevard and Nimitz Highway. Access from the garage to ground level facilities may be by elevator or escalator near the reconstructed base of Aloha Tower, and by elevator or stair into the mixed use complex and Aloha Tower Marketplace.

## 2.45 Honolulu Fort Historic Park at Pier 12

Pier 12 will be the site of Honolulu Fort Historic Park, a monument to the history of Honolulu Harbor. Featured at the Historic Park will be an interpretive display and broad steps leading to the waters' edge where the last remnants of the old

Forts' coral blocks are still visible. The park will be pedestrian-oriented, with no vehicular access or parking.

#### 2.46 Residential Condominiums/Offices at Piers 13 and 14

The complex on Piers 13 and 14 will consist of sensitively articulated twin towers approximately 400 feet tall. The residential condominium units and/or offices will have views of the harbor and Aloha Tower and will be linked by a pedestrian promenade to all other areas of the waterfront. The complex will provide up to 500 or more parking stalls; at least 50 percent of such stalls will be located on-site while any remainder will consist of parking rights in a nearby off-site parking structure. All above ground parking shall be architecturally screened from view. At pier level, facilities for supporting ferry operations, including office space, berthing and light maintenance facilities, shall be provided.

#### 2.47 Pedestrian Promenade

The Pedestrian Promenade will connect all components of the waterfront from Piers 13 to 14. This feature complements the State's long-range plan to make as much of the coastline as possible from Waikiki to the airport accessible to the public. There will be up to 9,600 gross square feet of retail space on the promenade, consisting of vendor-type small mobile facilities. The Promenade is linked to adjacent areas of Downtown Honolulu by means of wide new crosswalks at resignalized intersections across Nimitz Highway plus the pedestrian overpass connecting the project to the financial district at Walker Park.

#### 2.48 Vehicular Access

Vehicular access to the Waterfront at Aloha Tower will be at Piers 13 and 14, Pier 11 (truck concourse), Fort Street, Bishop Street, and Richards Street.

The entry at Piers 13 and 14 serves the two towers and the commuter ferry support facilities. Access for Diamond Head bound traffic is via right turn from Nimitz Highway. Access for Ewa bound traffic is via a left turn to be provided at the intersection of Smith Street. Traffic from

Piers 13 and 14 will exit at Nimitz Highway and Smith Street and may turn left or right onto Nimitz Highway or proceed mauka along Smith Street.

The entry at Fort Street primarily serves the Passenger Terminal at Piers 10 and 11, the mixed use complex and the Aloha Tower Marketplace. This entrance can be accessed from the Diamond Head bound lanes of Nimitz Highway. Left turns from the Ewa bound lanes of Nimitz Highway will be restricted to off-peak hours only. Exiting traffic may either turn right to travel in the Diamond Head direction or left to travel in the Ewa direction.

A service entrance at Pier 11 for both Diamond Head bound and Ewa bound Nimitz Highway traffic will accommodate large trucks and other service vehicles away from public view in the truck concourse adjacent to Piers 10 and 11.

The Bishop Street entrance will primarily serve the Aloha Tower Marketplace and can be accessed from the Diamond Head bound lanes of Nimitz Highway and from Bishop Street. Exiting traffic may travel in either the Diamond Head or Ewa direction.

The Richards Street entry is primarily for the Maritime Building and Terminal at Piers 5 and 6 and can be accessed from both the Ewa and Diamond Head bound lanes of Nimitz Highway.

The Ala Moana Boulevard exit to Nimitz Highway will permit access to Ala Moana Boulevard Diamond Head bound and to Nimitz Highway Ewa bound.

## 2.5 CONSTRUCTION REQUIREMENTS

### 2.51 Piers 5 and 6:

Piers 5 and 6 flank an existing manmade peninsula of fill land covered with riprap, concrete bulkheads, and pile supported breasting dolphins along the pier fronts. The general configuration of the existing filled land area shall be preserved. The planned extension of Piers 5 and 6 to the Federal Project Line will be constructed on pilings. Upon receipt of all necessary governmental approvals, it is intended that an additional extension beyond the Federal Project Line will be constructed consisting of catwalks connecting the piers to breasting dolphins anchored by pilings.

Construction of the foundation for the cruise ship terminals, office building, and parking structure will involve removal of old fill and native material from the peninsula. Engineering studies will be conducted to determine construction requirements. For instance, some demolition, dredging and construction work may be conducted from barges in Honolulu Harbor. Blasting may be required if hard substrata are encountered during excavation. It is also anticipated that construction of any underground portion of the structure will involve dewatering the excavated peninsula site. Considerations in selecting the method of construction will include costs and potential environmental impacts, including siltation and the possibility that there are contaminants such as petrochemicals in the existing fill material

### 2.52 Pier 7:

The pier configuration at Pier 7 will be preserved, along with the existing Hawaii Maritime Museum and Coasters Restaurant. Pier 7 is not within the project area



with the exception of the proposed Duke Kahanamoku Water Sports Center which, with the mutual approval of ATA and HMC, will be constructed near the mauka end of the pier using standard land-based construction methods. The existing vehicular ramp, which crosses above the mauka end of Pier 7, will be removed once access to the upper level passenger terminal is no longer required.

#### 2.53 Piers 8-11:

Piers 8 through 11 border a manmade peninsula of fill land faced by concrete bulkheads. The configuration of the filled land area and wharf apron shall be preserved, except for the creation of a small boat landing inlet and amphitheater at the juncture of Piers 9 and 10. The filled land area will also be excavated for a below grade parking structure and the foundation for the cruise ship terminal facility, marketplace and mixed use complex.

Engineering studies will be conducted to determine appropriate construction requirements, including the need for dredging, blasting and dewatering. Considerations for construction at this pier include the preservation of Aloha Tower and maintaining harbor related functions throughout the construction period. A detailed plan for the interim relocation of the Harbors Division Administration shall be formulated. Land and water borne construction activities will affect other activities in the Harbor and consequently must be planned in detail with these constraints. Thus, the piers within the project have been planned for continued multiple uses according to the stated needs of the DOT-Harbors and several user maritime groups. A summary of uses, which currently includes commercial shipping, is provided in Table 1.

In addition, in as much as the intent is to bring people closer to water level, construction of the lowered boarding platforms at Pier 9 plus the small boat landing and amphitheater at the seaward end of the peninsula will require attention to wave surges. Wave dampening features will be examined to assure the safety of pedestrians and small boat traffic. Cruise ship operations currently at Piers 9-11 will be temporarily relocated during construction, most likely to Pier 2.

#### 2.54 Pier 12:

Pier 12 is a small land-filled peninsula. Construction of the Honolulu Fort Historic Park at Pier 12 will basically involve demolition of the existing paved parking area and installation of landscaping and other park features such as a historic interpretive program.

#### 2.55 Piers 13 and 14:

Piers 13 and 14 are constructed on pilings with only a minor amount of existing fill materials along Nimitz Highway. The pier structure will be strengthened to

bear a below grade parking structure and other low rise elements. One tower will rise through the existing pier on an independent new foundation. The other tower will be constructed on pilings to be implanted in the water between Piers 12 and 13, with an elevated connection to Pier 13. Further engineering studies shall be conducted to determine appropriate construction methodologies.

## 2.6 ESTIMATED PROJECT COST/SCHEDULE

The estimated cost of developing The Waterfront at Aloha Tower is between \$ 750-800 million. The source of funding will be through the selected developer. The developer is responsible for the construction of the project facilities, and the operation and maintenance of these facilities as agreed between the developer and ATDC. Construction is scheduled to begin in late 1991 early 1992, with substantial completion of all facilities anticipated approximately four and one-half years after commencement of construction.

## 2.7 AMENDMENT OF PLAN

This development plan is based upon schematic designs for the project. ATDC recognizes that changes to this development plan may be necessary or desirable. All such changes shall be subject to approval by the ATDC board. This plan may be modified or amended in the same manner as it was promulgated, or through such other procedure as may be authorized by the corporation's rules of practice and procedure or by applicable law.